



ATLANTIC FISHERMAN

Registered U. S. Patent Office

VOL. XV

APRIL, 1934

NO. 3



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in the Darkness!
A Rope Holds
in an Emergency!

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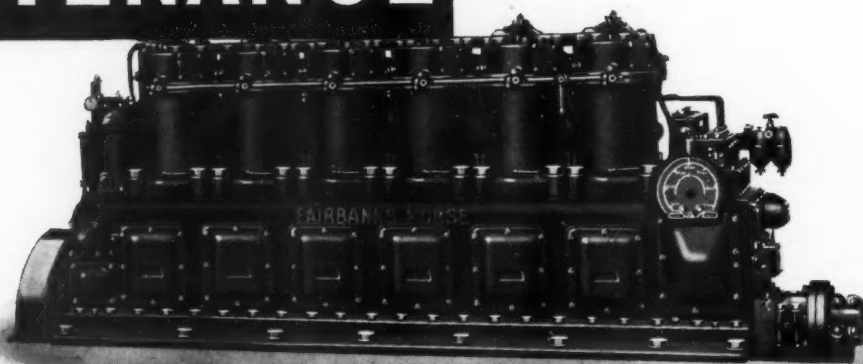
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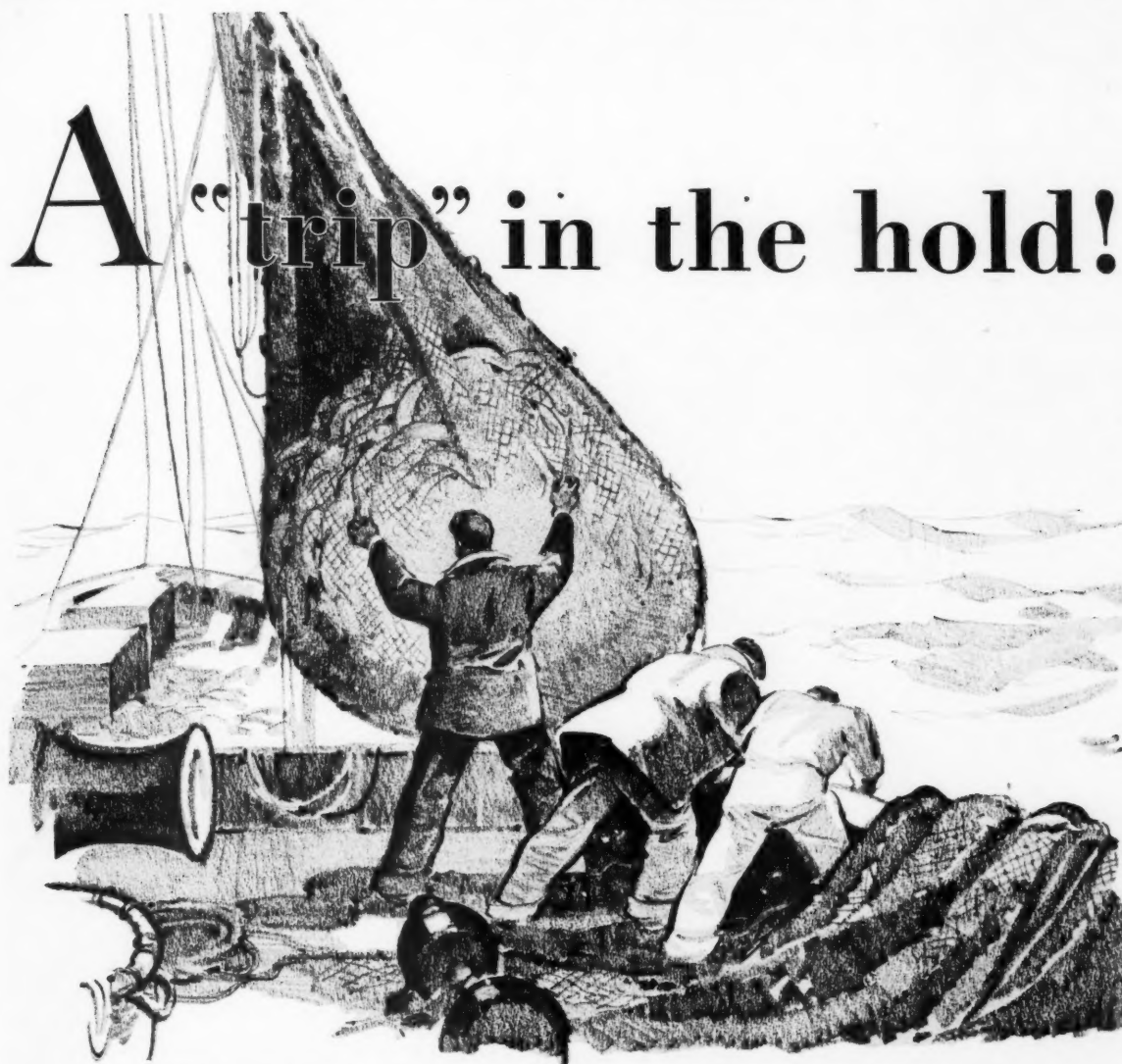
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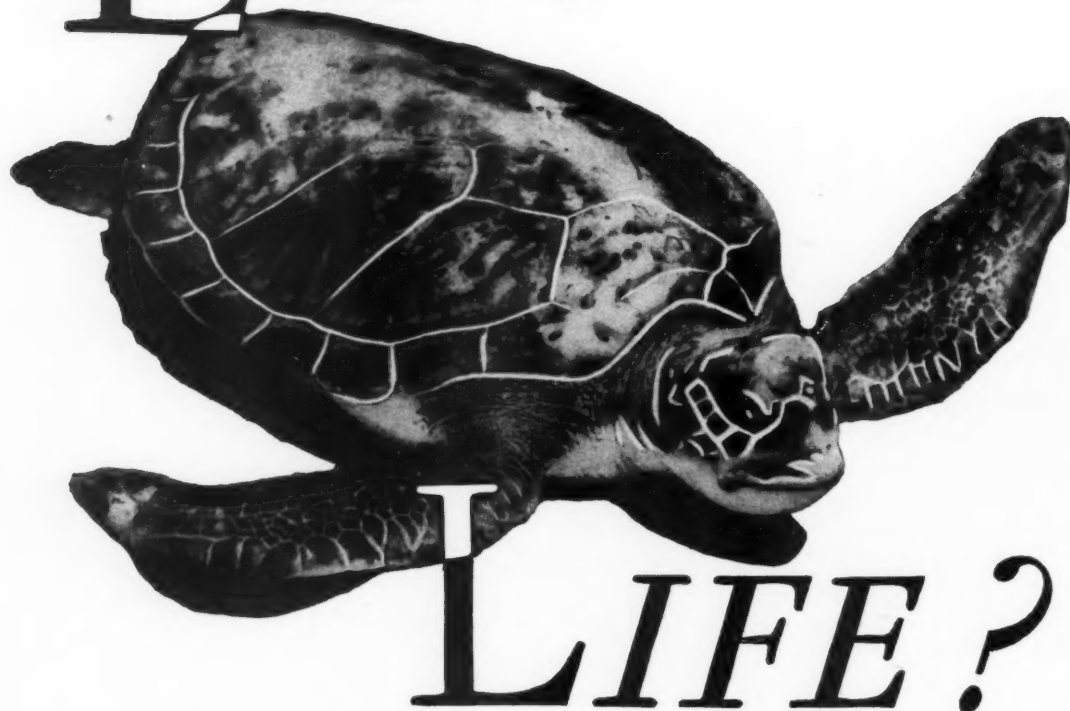
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LONG



Look at this: Spring before last, Capt. Harry Boesen, up in Noank, Conn., installed an Eveready Hot Shot Battery in his lobster boat "Freda". *All that summer and half of the next*, Capt. Boesen used that battery for ignition purposes. Five to six hours a day, every day for one full lobstering season and half of the next season, that Eveready kept pushing out a hot, steady spark to the "Freda's" engine. *That is long life in a battery.* No wonder fishermen all up and down the coast stick to dependable, economical Evereadys!

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Here's the "Freda", Capt. Boesen's lobster boat, that carried the same Eveready Hot Shot Battery for a season and a half.



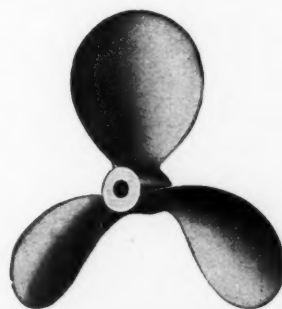
For your motors, use Eveready-Columbia Hot Shots. They come in three sizes—6, 7 and 9 volts; and have waterproof steel cases. Eveready-Columbia No. 6 cells are unmatched for general utility purposes, including ignition. Whether you use the Hot Shots or Dry Cells, the name Eveready-Columbia on the label means you are getting packaged electricity at its best.

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ATLANTIC FISHERMAN

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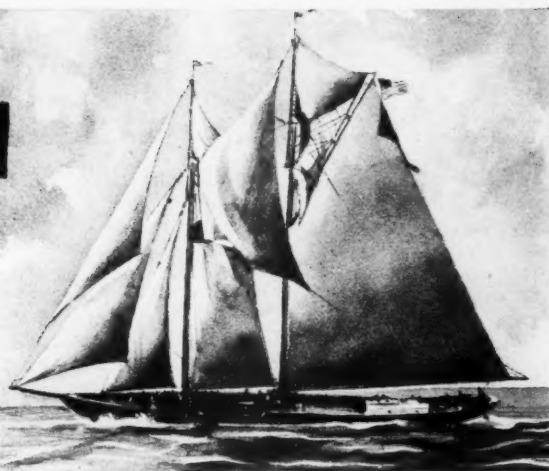
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Separate Code Divisions for Production, Distribution Redraft of Mackerel Code Approved by Producers Bell Recommends Lobster Code Size Limit Oyster Code is Approved

AT the meetings and conferences held in Washington, during March 9, 10, and 11, the fisheries section of the NRA definitely established a new regional breakdown of the industry for purposes of the code adoption and administration, and this breakdown was unanimously approved. The regional breakdown contemplates six regional divisions of the industry, namely: (1) New England, (2) Middle Atlantic, (3) South Eastern, (4) South Gulf, (5) Lakes and Midwestern, (6) Pacific Coast Mountain and Alaska.

In each of the regions there is to be established a division of the industry for the preparing and wholesaling, which includes all processing and distribution as defined in the National Code, and a separate division for production. It has been definitely decided that distribution is to be separate and apart from production.

The Fisheries section greatly hopes that each of these regions may have a single Executive Committee with full powers under the National Code of administration of its division within the region.

The regional plan is subject only to the exception that established national and regional groups, such as oysters, lobsters, sardines, crabs, etc., may have their own divisional codes and divisional Executive Committees independent of the regional plan.

Under Deputy Administrator Fiedler's plan, there will be a regional committee for each of the six regions and each section in each region will have its own sub-committee who will administer the code in the area covered by the association in that section. This will guarantee to every association in every region all the autonomy to run its own affairs as far as its own local problems are concerned.

To simplify the administration of the code in the various regions, the Code Authority and the Executive Committee of the National Fisheries Association elected Sectional and Commodity Chiefs, who are to assist in the work of code administration.

These Sectional and Commodity Chiefs will have certain duties regarding reports to be made to the National Executive Committee and act as instructors and advisers to local code committees, as well as act as contact men for the National Fisheries Association.

The first payment of the code assessment under the National Code is due on April 1, 1934. Every member of the Industry must pay on April 1, 1934, and monthly thereafter, to his temporary Executive Committee, 1/12 part of 1/10 of 1% of his total gross business during his preceding business year.

On March 22, 1934, the National Fisheries Code became the law of the United States and now governs every member of the industry.

It is definitely the policy of the NRA that the trade groups and associations should be strengthened. Sectional and Commodity Chiefs are asked to assist associations in putting on an active campaign to build up the associations and to see to it that every association takes immediate steps to join the National Fisheries Association.

Mackerel Code

Captains, owners and crews of mackerel fishermen of Gloucester met on April 3 to discuss the redrafted mackerel code proposed by the NRA for the future conduct of the mackerel fisheries. The meeting was called at the request of R. H. Fiedler, Deputy Administrator.

The code as read by Hon. William J. MacInnis counsel for the Fishing Masters Producers' Association, is in the nature of a trade agreement, the speaker explained, and has three principal parts, that of forbidding the selling of mackerel below the cost of production which is comparable to last year's provision of minimum price set by the mackerel seiners; that of ordering the executive committee to establish a quota to be landed, to comply with the consumer-demand of that period, which is comparable to the provision in last year's agreement that the vessel catch be limited to so many pounds; and that of allowing as many vessels as wish, without enforcing others who do not so desire, to pool their stocks, and settle monthly.

All three clauses were given advisedly by the administration which questioned the wisdom of pooling stocks, and therefore made it a voluntary matter upon the part of owners and captains and others known as "members of the industry."

The producers, vessel owners and captains voiced their unanimous approval of the proposed code.

Lobster Code

In the subsidiary lobster code, as submitted, is a section forbidding the sale of lobsters under 9 inches or over 13½ inches, or the meat therefrom. This provision was aimed at conserving the immature lobsters and the large breeders, and preventing competition from Canadian shorts.

Canada complained to our State Department against this section. The State Department passed the complaint on to the NRA, and the NRA to the U. S. Bureau of Fisheries.

There was a hearing on March 22 in the office of Hon. Frank T. Bell, U. S. Commissioner of Fisheries, attended by Hon. W. A. Fould, Canadian Deputy Commissioner of Fisheries, Representative Edward C. Moran, Jr., of Maine, and others.

Bell Recommends Size Limit

On March 30 a report recommending the retention of the size limitation section in the Wholesale Lobster Industry Code was forwarded to R. H. Fiedler, NRA Deputy Administrator, by Commissioner Bell.

Commissioner Bell in a letter to Hon. H. D. Crie, Maine Commissioner, stated:

"The double-gauge law is a distinct improvement, for the proper principle is being applied in protecting lobsters of breeding sizes by the maximum size limit, while at the same time retaining the advantages of protecting the smaller sizes. By thus establishing a perpetual protected breeding stock an increase in the quantity of lobsters in a few years should occur, provided a sufficient number survive to reach the maximum size limit. . . Such restriction will be of direct benefit to the lobster fishermen. Any slight temporary reduction in catch should be offset by higher selling prices; and when the supply increases, the fishermen will be able to catch more pounds of lobsters per year, not only during the next few years, but for all time to come."

Survey of Lobster Resources

After the hearing in Commissioner Bell's office, Representative Moran requested a survey of the lobster situation for the purpose of obtaining data which is lacking or incomplete, and information on subjects regarding which there is a difference of opinion between Canada and the United States.

As a result, the United States Bureau of Fisheries has made application to the PWA for \$47,700 to enable the Bureau to make a survey of the lobster resources of the United States.

The survey to be made with the PWA allotment, if granted, will include setting up families of lobsters at the Bureau of Fisheries, to watch how they live and reproduce.

The survey will also include a study of lobster populations, made on the ground, to find out the proportion of males to females, migration and other habits. Distribution of lobster supply will be studied by catch per pot, because the number of fishermen and their equipment differ.

Oyster Code Approved

The code for the Fresh Oyster Industry was approved March 10, and supplements that for the Fishery Industry. Both became the law on March 22, 1934.

The Fresh Oyster Industry includes those who cultivate or catch oysters; pack, or repack and wholesale fresh oysters in, from, or near localities of cultivation or capture; or wholesale fresh oysters from or near localities of cultivation or capture.

To comply with the regulations, those in the Fresh Oyster Industry should write Lewis Radcliffe, Executive Secretary, 5600 32nd St., Washington, D. C., making application for official copies of the code provisions relating to hours of labor, rates of pay, and other conditions of employment.

In making application you should set forth your full name, nature of your business, the number and location of each establishment or separate unit in which you are engaged in operations subject to the oyster code and the number of copies of regulations needed. "Application shall be made within forty-five days" from March 22. If a new establishment, shop or unit is set up, application for official copies of the hours-wage provisions is to be made within 10 days.

The Fishery Code provides for equitable readjustments in rates of pay and guarantees a minimum rate of pay. Employment of persons under 16 is forbidden and in hazardous operations, no one under 18. Wages shall be paid at least every 2 weeks.

Unfair Methods

It is a violation of the codes to resort to any of the unfair methods of competition mentioned. Included in the unfair methods in the National Code are—false advertising, misbranding, destructive price cutting, secret rebates, unearned service payments, combination sales, commercial bribery, racketeering, false measures, free deals, reversal of communication charges, dishonest account of sales, returns and allowances for containers, refusal to accept products without lawful reason, and false statements.

Included in the unfair methods in the code for the Fresh Oyster Industry which are in addition to the above are provisions relating to price basis, credit terms, compliance with specifications, purchases from fishermen, consignment, brokerage fees, size standards, unit of measure, currency, reference to competitors, sale below cost, filing of price lists, and sale below filed prices.

Hearing on Crab Code

A large delegation of prominent crabmeat packers and shippers of Crisfield, Md., appeared before officials of the N.R.A. in Washington, and opposed an hourly wage rate for crabmeat pickers, as provided in the pending code.

The Marylanders, in order to comply with the code, proposed to inaugurate an increase in the present pound to seven cents. This would enable them to comply with the code and at the same time enable the average fast picker to make twenty-one cents as against twenty cents an hour, the rate stipulated in the code.

Several of the packers tried out a number of pickers and found that a large number of the slow pickers, who really put out a better product, would be put out of work.

Members of the delegation were hopeful that their proposal for a modification of the pending code would be accepted, in view of their proposal to increase the pound rate from four to seven cents, which would bring the scale on a level with the code or a little above.

Those who took part in the hearing included Wallace M. Quinn, J. C. W. Tawes, George Stevenson, E. R. Dize, Chas. W. Howeth, Murray Ward, and W. E. Ward of Crisfield.

The Bland Bill

The House Committee on Merchant Marine and Fisheries on April 4 agreed upon the Bland Bill, which would provide \$2,000,000 for the purpose of repairing, rebuilding and replacing boats, nets, poles, twine, wharves, plants and other equipment damaged or destroyed by floods, ice or storms, covering the years 1932, 1933 and 1934, the loans to include capital to resume fishing operations.

The purpose of the Bland Bill is to extend to the seafood industry all benefits, privileges, aids, loans or other advantages provided in laws enacted by Congress for the relief of persons engaged in the agricultural industry.

Fisheries Administration

Referring to the Bland Bill, Representative Moran, who is a member of the House Committee on Fisheries, said: "We have in mind the setting up of a Fisheries Administration to take care of fisheries credit, cooperative fisheries organization, and including the present Bureau of Fisheries as its scientific section."

This Bill is now being drawn up. All the information about the industry of fishing gathered by AAA and NRA for the codes or marketing agreements will be at the disposal of the fisheries committee in framing this measure and arguing it through Congress.

A bill along these lines may be introduced in the Senate by Senator White of Maine, and would go to his committee on Commerce which has jurisdiction over fisheries.

Gill Netting

Out of Gloucester on the "Naomi Bruce III"

By Foster M. Trainer

CAPTAIN Cy Tysver said we would start at three o'clock in the morning. The night before we sailed was cold and clear with a bright moon shining over East Gloucester. Gerry Shoares' Wharf with its sombre sheds, spars, barrels and all sorts of marine equipment was a vivid picture. In the foreground stood long rows of mammoth reels on which the nets were hung to dry; further away was the dock house where the fish are boxed and weighed. In the distance on three sides the dark smooth surface of the harbor was broken by wavy lines of gold, the reflections of countless lights along the black shore.

Our boat was the *Naomi Bruce III*, a heavy seventy-five foot Diesel powered craft with a spoon bow and ferry boat stern. A short smoke stack stuck up in back of a small pilot house. All was dark aboard ship as I grabbed one of the shrouds and jumped onto the forward deck. I stepped over the net-lifting machinery, set my bag beside the donkey engine nearby and went aft. No, the entrance to the cabin was not there! The dark mass on the stern was a tarpaulin that covered three miles of dry gill nets. Walking around the pilot house, I stumbled past piles of wooden net boxes, four by three, and shaped like photographers' trays for convenience in stacking. Further forward there was a short but strong mast, with heavy shrouds and stays leading up to a spreader built to support the heaviest of fishermen. A few feet to starboard of the mast I found the cabin door. Upon descending the ladder I lit a match and located one of the electric lights. Here was a combination galley and cabin, comfortable and roomy enough to accommodate ten or twelve hands.

I guess it was about nine o'clock when two men entered. A few words of introduction, a mug of coffee all around and we turned in. Upon awaking I found the boat already under way, so I rolled out of my bunk and threw off my fur coat that had served as a blanket. The cook was getting breakfast. I stepped up on deck and ran into Cy.

"Beautiful morning", I ventured, looking at the moonlit water and limpid sky.

"Never knew it to fail, a ring around the moon means nasty weather", he replied.

I didn't pay much attention to that remark at the time, but on the way home I was impressed by the recollection of it.

Leaving the harbor we sailed around Thatcher's Island and headed to the Eastward. Only three of the seven-man crew were up. The cook was an engaging fellow who gave me a considerable amount of information before serving our four o'clock breakfast. Among other things, he told me that we were bound for a place called Jeffries Bank, about thirty-five miles from port. The water there is 60 fathoms, which in my language is 360 feet—120 yards—deep.



The "Naomi Bruce III", powered with a 6-cylinder, four-cycle Wolverine Diesel engine of 150 h.p., and equipped with a Crossley net lifter.

The nets on the poop deck were not going to catch fish today. Our fish were to be caught in nets set the day before, after which the dry nets would be laid for the morrow. A single net spread flat would measure about 8 by 450 feet, and the operations I discovered were as follows:

Fifty-four of these oversized tennis nets are tied end to end. Small lead weights hold one edge on bottom, while the other edge is kept upright by little hollow aluminum floats. Hence, when set, an eight foot fence is spread along over three miles of oceanbed. Our job was to haul the nets with the aid of a machine, pick out the fish, and stow the nets three to a box. Then we would wind up the day's work by setting out the dry nets. A gill-netter requires three sets in order that one may be in the water, another drying on the reels, while the third is in transit.

One thing that fishermen apparently go in for in a big way is food. This was demonstrated at breakfast. The quality of the food was excellent and the quantity astounding: grapefruit, cornflakes, bacon, eggs, ham, doughnuts, cookies, cake and coffee. There is nothing like a good meal to make a fellow feel at home, and soon Cy, Grant, Sharkey, Douglas and I were bosom friends. A great crowd of boys they were, clean, husky, rather self-contained, yet at all times ready to explain things to the uninitiated. My appreciation prompted me to help with the dishes.

As I climbed out of the cabin just before sunrise, we were passing another gill-netter. He was a couple of hundred yards



The man with the gaff.



Half way around.



Keeping the slack end free.

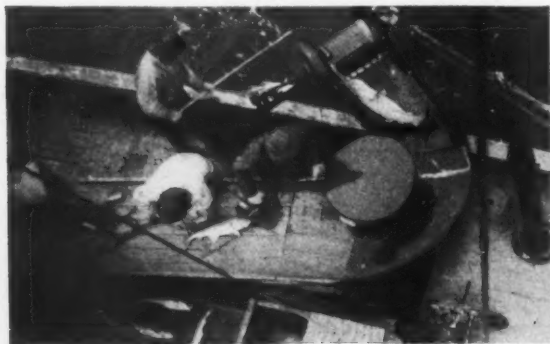
to starboard, yet close enough for us to see a fish or two slowly coming up in the nets. The wind had freshened a bit and low stringy clouds on the horizon, together with an overcast ceiling, promised a gray day. Dead ahead we sighted what appeared to be a racing spindle, but Grant said it was one of the buoys which marked our nets. He added that there were always three markers to a set, one on either end and another in the center, with the fisherman's private pennants on them for identification.

The net lifting machinery is ingenious, to say the least. Roughly, it consists of four parts: first is a galvanized iron drum or roller about the size of a small ash can. This is suspended horizontally a couple of feet outboard amidships. Attached to it is a curved concave piece of sheet iron somewhat like an automobile mudguard upside down, which is supported waist high around a capstan. The inboard end of the mudguard affair is connected to an eight foot wooden table. To start the hauling operation the float line of the net is threaded over the roller, part way around the capstan with the free end leading over the table. A donkey engine slowly turns the capstan while little clamps grip the rope, haul and then automatically disengage themselves when opposite the table. The slack end is kept free by a man stationed nearby for that purpose. Once begun, the operation usually continues until the entire length of nets has been hauled aboard.

The fish are dragged up to the top of the water at a speed of a mile an hour. Then, they are greeted by a man with a gaff, whose job it is to see they don't fall out of the net before they are over the roller and safely inside the mudguard. Half way around another man grabs and untangles them with a short blunt hook, and flop—they are pushed off the table and into the hold through an opening in the deck.

It is surprising how many shapes and sizes of fish are caught in the four-inch-square meshes. We were after cod, haddock and pollock, but many other things, such as dogfish, starfish, a lobster or two, and big skates, two or three feet wide, turned up in the net.

The wind had been steadily rising all the while, and by the time we had finished hauling there was considerable motion to the boat. It was getting rather cold on deck, so I went



On the table, on the way to the hold.

below to warm up. From the companionway I could see four or five men way aft setting the dry nets. It's quite a trick to pay them out while the boat is bucking a heavy sea. To have them "lay right" they must be fed out just so, and when they are running out arms and legs must be kept clear.

I was gradually getting warmed up and was just thinking how cold a fisherman's hands must be after working three hours in wet gloves, when a sudden lurch of the boat messed things up a bit. Clank, the oven door flew open, and out slid the potatoes. I was not feeling very well, so after picking things up, I lay down on my bunk. At eleven-thirty luncheon was served. The table groaned with good things to eat, but I didn't want any. I didn't like the smell of tar, and rope, and burned potatoes. I wished I hadn't smoked my pipe before breakfast. I tried a mug of black coffee but couldn't seem to pull it down to my mouth. The wind was getting heavier. So was the sea. I was glad we were on our way home.

Shortly after lunch the men usually dress the fish, but today it was too rough. Never before had I been to sea when I had to push up on the bunk above or cock up a knee in order to stay in my own bunk. Waves broke over the bow. Water slopped through the ventilator. The motion of the boat was bothering me; up and down, up again, then thump, way over on one side, hesitate, then way over on the other side. I asked for a bucket. There wasn't one. I staggered to the cabin door



Capt. Shoares' wharf at Gloucester, Mass. On the left, the "Naomi Bruce III." Capt. Shoares and his son Bruce operate a fleet of gill net boats and seiners.

and just made it. The decks were awash. Perhaps it was just as well.

Somehow I got back to my bunk and stayed there for three hours. After the first hour of misery I must have dozed off, for I did not realize that the blow had abated, and the boys had dressed the fish. To tell the truth, I wouldn't have left my bunk to see them dress a whale. However, by the time we had tied up in East Gloucester I had recovered sufficiently to watch my friends open the hold, hoist the fish in a basket, and dump them on the dock.

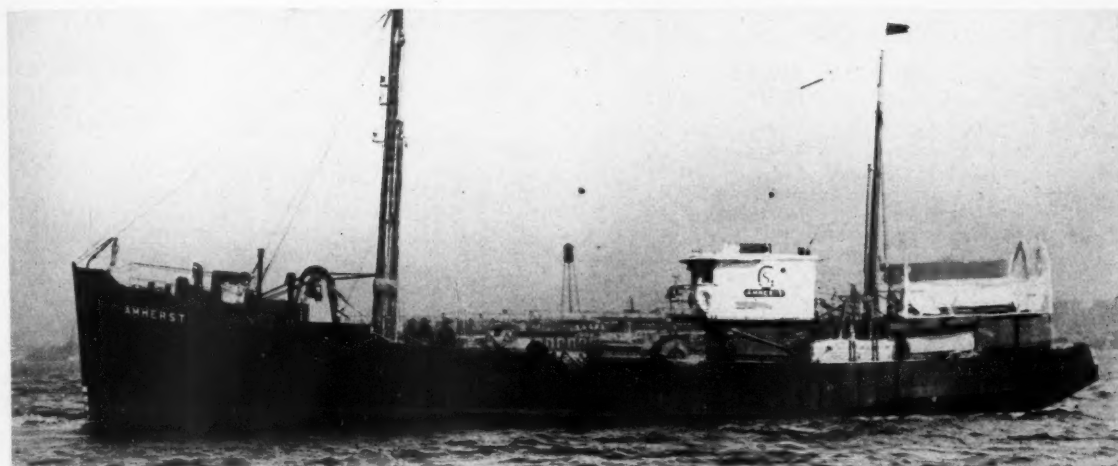
Once out in the fresh air I felt better, although there was now a drizzling rain. The old wharf was teeming with activity; men running to and fro with boxes of wet nets; others winding them on reels, Captain Tysver sorting the fish, Bruce Shoares weighing them, and Garrett inside the dock house nailing them in boxes for market.

"Say Cy", I asked, "When do people begin eating these fish?"

"Today or tomorrow", he replied.

I was deeply impressed, to think of having fish for dinner some evening that was caught in the morning, thirty-five miles off Gloucester.

Editor's Note:—The author of this article is a friend of J. M. Walker, Vice-President of National Net & Twine, Div. Ludlow Sales Corp. Capt. Gerry Shoares and his son Bruce, who control a fleet of gill net boats and seiners, sent Mr. Trainer out on a gill netting trip to take some photographs of Tanglefin Netting. He not only took the photographs, but wrote this story to accompany them.



The "Amherst", one of the three steel trawlers built for the General Seafoods Corp. at the Fore River plant of Bethlehem Shipbuilding Corp. Equipped with a 375 h.p. Cooper-Bessemer reversible 8-cylinder Diesel engine, Bethlehem electric winch, Diehl generator, Exide Ironclad marine battery, Fathometer and wireless set. Length 110 ft., beam 22 ft., depth 11 ft. 8 inches, speed 12 knots, capacity 200,000 lbs., crew of 14.

Boston

Has Big Month at Pier

"Cormorant" Lands Record Catch

THE receipts of fresh fish at the Boston Fish Pier for the week ending March 22 were the largest for any one week so far this year.

There were 158 arrivals with 6,645,000 pounds as compared with 111 arrivals and receipts of 4,869,500 pounds in the same week of 1933.

On March 19 the *Cormorant* landed the largest fare that has been reported in recent years. She hauled for 7,000 pounds of haddock, 233,000 pounds of codfish and 58,000 pounds of mixed fish, a total of 298,000 for the trip.

To Open Boston Branch

The Atlantic Coast Fisheries Co. will open a Boston branch at No. 4 Fish Pier.

Vessels Drydocked

During the month of March the following fishing vessels were on drydock at the Atlantic Works: *Lexington*, *Flow*, *Teal*, *Newton*, *Adventure* and *Tide*.

FERA to Buy Fish

The Federal Emergency Relief Administration of Massachusetts is preparing to buy fish for distribution through relief agencies if approval comes from Washington for an allocation of Massachusetts funds for such purpose.

Capt. Grimes Going Halibuting

Capt. Albert Grimes, of Gloucester, is fitting the schooner *Joffre*, of the O'Hara fleet of Boston, for a halibuting trip.

"Maris Stella" at Yarmouth

The *Maris Stella*, which arrived at the Fish Pier on March 20 had a stormy trip. While on Brown's Bank she received the full force of a Northeasterly gale and blizzard, and her fuel supply dwindled to such an extent riding out the storm that she was obliged to make for Yarmouth.

Fish Pier Landings for March

<i>Adventure</i>	53,000	<i>Edith C. Rose</i>	142,000	<i>Imperator</i>	152,500	<i>Quincy</i>	473,000
<i>Aeolus</i>	24,000	<i>Edith L. Boudreau</i>	143,500	<i>Ingomar</i>	42,000	<i>Rainbow</i>	74,000
<i>Alpar</i>	86,500	<i>Elva & Estelle</i>	18,900	<i>Isabelle Parker</i>	257,000	<i>Reliance</i>	41,200
<i>Alvan T. Fuller</i>	131,000	<i>Evelina M. Goulart</i>	71,200	<i>Katherine F. Saunders</i>	37,000	<i>Rhodora</i>	64,000
<i>American</i>	174,000	<i>Exeter</i>	85,000	<i>Killarney</i>	141,500	<i>Ripple</i>	478,500
<i>Amherst</i>	290,000	<i>Fabia</i>	391,800	<i>Lark</i>	242,000	<i>Rita B.</i>	121,500
<i>Andover</i>	90,500	<i>Flow</i>	565,000	<i>Laura Goulart</i>	43,000	<i>Ruth & Margaret</i>	47,000
<i>Andrew & Rosalie</i>	32,800	<i>Foam</i>	335,000	<i>Leonora C.</i>	144,000	<i>Ruth Lucille</i>	139,000
<i>Arthur D. Story</i>	60,000	<i>Fordham</i>	436,800	<i>Leretha</i>	83,100	<i>Saturn</i>	380,000
<i>Billow</i>	132,500	<i>Frances C. Denehy</i>	236,500	<i>Loon</i>	146,000	<i>Sea</i>	489,000
<i>Boston</i>	223,000	<i>Funchal</i>	20,500	<i>Maine</i>	276,000	<i>Shamrock</i>	239,000
<i>Boston College</i>	199,000	<i>Gale</i>	485,000	<i>Marie & Winifred</i>	78,700	<i>Shawmut</i>	549,000
<i>Brant</i>	369,000	<i>Gemma</i>	366,000	<i>Maris Stella</i>	169,000	<i>Spray</i>	346,000
<i>Breeze</i>	389,000	<i>Georgetown</i>	88,000	<i>Marjorie Parker</i>	72,300	<i>Teal</i>	302,000
<i>Brookline</i>	475,000	<i>Geraldine & Phyllis</i>	117,500	<i>Mary A.</i>	31,500	<i>Tern</i>	298,000
<i>Cambridge</i>	205,000	<i>Gertrude deCosta</i>	47,000	<i>Mary DeCosta</i>	87,500	<i>Tide</i>	336,000
<i>Cape Ann</i>	125,000	<i>Gertrude L. Thebaud</i>	197,300	<i>Mary E. O'Hara</i>	168,000	<i>Trimount</i>	156,000
<i>Comber</i>	339,000	<i>Gertrude M. Fanci</i>	348,000	<i>Mary P. Goulart</i>	60,000	<i>Vagabond</i>	82,100
<i>Corinthian</i>	155,000	<i>Gertrude Parker</i>	154,000	<i>Natalie Hammond</i>	77,000	<i>Vandal</i>	75,200
<i>Cormorant</i>	535,000	<i>Gossoon</i>	242,000	<i>Newton</i>	530,000	<i>Venture II</i>	220,000
<i>Cornell</i>	281,000	<i>Gov. Al Smith</i>	152,300	<i>Notre Dame</i>	247,000	<i>Waltham II</i>	61,500
<i>Dacia</i>	48,700	<i>Grand Marshall</i>	59,000	<i>Ocean</i>	317,000	<i>Wanderer</i>	174,000
<i>Dartmouth</i>	669,000	<i>Harvard</i>	398,500	<i>Oretha F. Spinney</i>	40,000	<i>Whitecap</i>	245,000
<i>Dawn</i>	172,000	<i>Hekla</i>	293,500	<i>Patrick J. O'Hara</i>	56,000	<i>Wild Goose</i>	343,000
<i>Desire</i>	31,700	<i>Helen M.</i>	94,000	<i>Pilgrim</i>	85,800	<i>William J. O'Brien</i>	441,000
<i>Donald</i>	159,000	<i>Hesperus</i>	172,000	<i>Plover</i>	365,000	<i>William L. Putnam</i>	205,000
<i>Dorchester</i>	478,000	<i>Holy Cross</i>	371,000	<i>Pollyanna</i>	25,000	<i>Winthrop</i>	400,000
<i>Ebb</i>	470,000	<i>Illinois</i>	485,000	<i>Princeton</i>	368,000	<i>Yankee</i>	74,000

Deep Trap Net Banned

By Arthur J. Blume

AFTER several years of effort on the part of the Conservation Department, the Michigan Legislature at its recent session passed the bill prohibiting the general use of the so-called deep trap net.

Governor Comstock signed the measure on March 28, and this class of gear will after July 1 be limited to 80 feet of water.

The Conservation Department, backed by a very exhaustive study made by the Federal Bureau of Fisheries, claims the unrestricted use of the deep trap net means the end of whitefish in the Great Lakes.

The bill states that after July 1, 1934, the use of trap nets, fyke nets or any similar form of sub nets are prohibited in water of a greater depth than 80 ft. or 13 1/3 fathoms. This includes the leads, buoys, anchors or other equipment used in the setting of such a net.

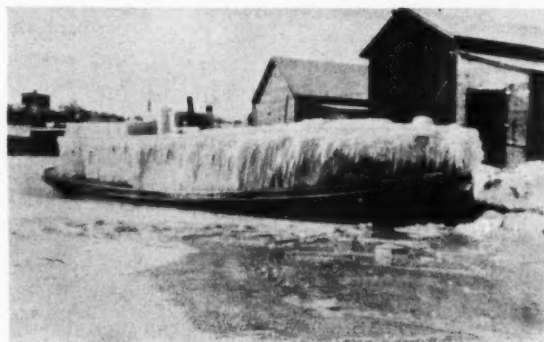
This bill has been advocated for a long time by the gill net fishermen in the Great Lakes, who are by far the majority. They claim the trap nets were cutting too deeply into the supply of fish, and in some localities, the grounds were completely stripped. This is particularly true of the whitefish. Since trap nets were introduced, in the course of six years the production of whitefish was tripled. The peak was reached in 1931, when over 8,000,000 pounds were caught. In 1932 the production dropped approximately 12%, and in 1933 it dropped 20% below the peak year, thus showing the damaging effects trap nets had in killing off the supply.

The favorite way of setting a deep water trap net, is to find a bank which is perhaps 15 fathoms on the upper side and sloping down to about 35 or more fathoms. The lead is then set up and down the bank, with the pot in the deepest water. In that way, all the fish leading along the bank are guided into the pot.

There were quite a few against the bill. These were the fishermen who had invested heavily in trap net equipment, also specially constructed boats, necessary in trap net fishing. However, it is claimed the bill was passed for the good of the majority and the future conservation of the fish supply.

Smelt Invade the Great Lakes

Smelt have been caught for the first time in Lake Superior. Smelt at one time were strictly an ocean fish, but in recent years they began invading the Great Lakes. Last year they were caught for the first time in Lake Michigan, and now comes word from Munising, forty miles east of Marquette, that they have finally invaded Lake Superior. This is not



The "Velox", owned and operated by Capt. Leon Cornell, of Washington Island, Wisconsin, as she looked after a Winter trip from Washington Island to Keweenaw, a distance of 70 miles. She is powered with a 50-60 h.p 2-cylinder Kablenberg engine.

welcome news to gill net fishermen because these fish are very troublesome, tearing and tangling nets with their barbed teeth, and because of their low worth commercially.

To Break Up Shoal

Dynamite may be used by the Canadian government to break up Lake Superior's submarine shoal between Isle Royale and Michipicoten Island, which was discovered a few years ago. It is understood the government plans to dynamite the top of the shoal about 100 feet to a navigable depth of 30 feet rather than construct a lighthouse or buoy at the spot. It is believed the "peak" has accounted for the disappearance of several vessels.

Beaver Island

The ice in Northern Lake Michigan has been thicker this Winter than in other years. A maximum depth of 22 inches is reported in the vicinity of Beaver Island.

Manistique

Manistique, Michigan, is opening its fishing season. The first boats got through to set their nets March 15.

Perch Fishing Through Ice

An interesting and profitable pastime during the Winter is perch fishing through the ice. One may see the smoke from the shanties at any hour during the day.

Trout Spearing

Trout spearing has been entered into on a small scale at Beaver Island, and many brought in daily.



A 32 ft. x 12 ft. trap net boat on Lake Erie, owned by the Port Clinton Fish Co., Port Clinton, Ohio. The 85 h.p. Gray motor is in the bow, Lake Erie style. Speed 14 m.p.h. This is one of three similar boats owned by this Company.



John Lay standing beside a net unloader at the Catawba Beach branch of the Port Clinton, Ohio, Fish Co. Mr. Lay is owner of the Port Clinton Fish Co. and a partner in the Lay Bros. Fish Co., of Sandusky, Ohio.

Maine Sardine Outlook

For Fishermen and Cannerymen Better Than for Many Years

By Alfred Elden

ON March 22 at Jonesport about 35 representative weir fishermen and seiners of Jonesport, Beals and nearby coast towns held a meeting to make a start in a movement for an organization of the weirmen and seiners which supply the sardine canneries along the coast. The prime object is to bring about a change from the present method of paying for sardine herring by the case, that is after the fish are packed, to the former method of paying by bulk, or hog-head, as a standard measure when delivered. The fishermen claim they are paid only for suitable canning fish, although herring too large may be smoked, or thrown out fish may be made into fertilizer for which they are now not paid.

At the meeting a secretary was appointed and instructed to inform Commissioner H. D. Crie of the meeting and ask his cooperation. It is proposed to organize weirmen on various sections of the coast, these sections to send representatives to a general organization meeting for a state-wide association of weirmen and seiners. It was said at the meeting that it was expected the organization would be completed before the opening of the approaching sardine season. This done the fishermen will be able to meet the cannerymen with duly accredited representatives.

Sardine Packers Cheerful

A meeting at Bangor of the Maine Sardine Packers brought out about 80% of the membership of the Association. The packers had a cheerful outlook on the business situation as affecting them as the sardine market is well cleaned up. It was estimated that not over 20,000 cases of sardines were carried over. It is expected to make final agreement later under the code to stabilize the business for the benefit of the great industry which gives employment directly and indirectly to thousands of people.

Francis A. Harding, of Watertown, Mass., President; A. C. Ramsdell, of Lubec, Vice-President; and James Abernethy, of West Pembroke, Secretary, were in attendance. Another meeting is soon to be held to complete the code details. The pack last year was stated as being about 1,000,000 cases which was larger than the year before but below the average of the past 10 years by 700,000.

Among notable canning figures present were W. B. Durand, of the Underwood Co., Boston; R. B. Stevens, of Portland; MacNichol Brothers and M. Norwood, of Eastport; H. L. Walton, of the American Can Co., Lubec; J. M. Norwood, of Eastport; C. L. Pike, F. H. Pike, C. B. Peacock and M. J. Warren, of Lubec; and M. P. Lawrence, of North Lubec.

Packing Plants to Open Early

About 100 persons will be employed this season at the factory of the former Robbinston Packing Co., recently owned by the Seacoast Canning Co., and taken over by the Seaboard Packing Co., of Lubec. The factory is adjacent to some of the best fishing grounds and will be put into modern condition in time for an early opening.

Chester L. Pike, of Lubec, has been in Portland making preparations for opening the Portland plant of the Seaboard Packing Co.

M. F. Mitchell, of Prospect Harbor, will have charge of the former Seacoast factory at Machiasport this season. He has been in charge of the Wass & Stinson plant at Prospect for the past six years.

More Factories to Operate

Indications are that more sardine factories will be running on the Maine coast this year than for many previous years. It is improbable that any new factories will be built but there are many which have been idle that will be opened under new management.

A. C. Ramsdell, of Lubec, has sardine plants at Portland, Lubec and Brooklin. Now he has looked over suitable sites at Rockland with a view of locating there. It is his plan to move the Brooklin interests there. He would put up approximately 125,000 cases a season, if fish are plentiful, and the annual payroll would be between \$35,000 and \$40,000. If he does go to Rockland the head offices will be there.

Scallop Draggers

Quoddy scallop draggers were busy in late March on two new beds, one at Herring Cove and the other off Bean's Island. Good weather permitted dragging in all locations where the beds held up and the catches were large.

Scallop Dragger "Isabelle" Lost

Particularly tragic was the loss of the Owls Head scallop dragger *Isabelle*, owned by Capt. Arthur A. Bain. The craft left on a fishing trip in command of Capt. Alexander Bain, the owner's son, Neil Farrell and Raymond Dow, Jr. She was never seen afterwards and her fate can never be known. Two of the bodies drifted ashore on Monhegan. Both wore cork life belts. They were identified as Bain and Dow. Farrell's body had not been recovered at this writing. It is believed that the craft was stove in by heavy ice and sunk.

Bernard

Capt. E. A. Murphy of Bernard, Me., died last month after an illness of two years. He supplied the lobster catchers with bait for 18 years and was well known from Eastport to Boothbay Harbor. He was owner of the steamer *Osprey*, a 50 ft. sardine carrier and his home port was Bass Harbor. His son, E. A. Murphy, Jr., will carry on the business.

Chester Sawyer, a lobster warden for a number of years, and well known along the coast, died last month at his home.

Portland Arrivals

Tuesday March 27 was the biggest fish day Portland has known for many months when 15 vessels landed more than 93,000 pounds. Benjamin Thompson had 30,000; Eleanor, 11,000; Alice M. Doughty I, and the Sunapee, 10,000 each; Alice M. Doughty II, the Helen Mae, Fannie Belle and the Elva with 4,000 each; Shannon and the St. Michale, 3,000 each; Barbara, Bernie & Bessie, Annie Louise and the Alice & May, 2,000 each; Eleanor & Jean, 2,500.

Big Fish Pack Started

A 5,000,000-pound fish pack started March 26 at Burnham & Morrill's East Deering plant with the arrival of the first beam trawler of the season. Officials of the packing company say that as the packing season is starting late this Spring they expect the work will be speeded up to make up for lost time and that fish arrivals in the big beam trawlers will be frequent.

The pack this year will be above normal and will be considerably greater than that of the last two years. In 1931, the last year when a big pack was made, more than 7,000,000 pounds of fish were landed at the East Deering plant.

Recovery for Fishing Industry

The scallop fishermen have done better this past Winter than for several years, according to reports.

The outlook for sardine fishing is exceptional, and sardine fishermen are looking forward to a good year.

Lobster fishermen will be working under a code, and it is predicted lobstering will be better this coming year than it has been for several years.

Handlining and trawling are better, handliners and trawlers receiving more money for fish.

All in all, Maine fishermen are beginning to experience economic recovery.



Boats frozen in at School House Creek, New Suffolk, L. I., N. Y. Note how the ice has lifted the piles at the docks.

L. I. Commercial Fishermen Win Hearing

THE hearing held at Albany March 24 regarding the proposed legislation which would have been extremely detrimental to the commercial fishing interests of Eastern Long Island, resulted in a victory for the commercial fishermen. As a result of this public hearing the State will not attempt to place restrictions or regulations upon the use of nets or trawls in the marine waters of Long Island before January first, 1936.

It was agreed that during the Summer of 1935 the State Conservation Department would make a biological survey of Long Island tidal waters, and that further regulations would be based upon the result of this proposed survey.

It was agreed further that no regulations would be adopted or legislation enacted until after a hearing and that a council of six, not more than three of them to be deep-sea fishermen, should pass upon all such proposed regulations.

Oysters

Last month the Long Island oyster industry enjoyed the most prosperous period in years, thanks to the ice which prevented oystering in some coastal territories. The shortage created a demand four or five times greater than last year at the same time.

Paul O. Mercer, general manager of the Bluepoints Company at West Sayville, stated that his company shipped approximately 500% more oysters than it did before the cold weather or at the same time last year. Between 500 and 600 barrels of unopened stock, and 500 and 600 gallons of opened oysters were going out of the plant daily.

Dredge Steamers

The Standard Oyster Co., of New Suffolk, for a period of about four or five weeks during the freeze up, hit a market about dry. A part of their grounds between Robbins Island and the mainland was partly open during this period and by breaking their way out of their basin were able to work, as this ground is but a short distance away. A large force of men was kept busy all Winter. The company operates three dredge steamers nearly all the time, the *Laura R.*, *Sarah B.*, and the *Laurel*.

Re-elected for 34th Term

Capt. Frank J. Tuthill, of East Marion, was re-elected President of the Eastern Long Island Fishermen's Association for his 34th consecutive term, at the annual meeting of the Association held recently at Greenport.

Seek to Halt Unfair Use of Shipping Containers

An effort to wipe out the "shipping container racket", one of the many rackets that plague the commercial fishermen, was made by the Long Island Fishermen's Protective Association, through its secretary, Alfred Tucker, at the public

hearings on the proposed code for the Middle Atlantic Preparing and Wholesaling Division of the fishing industry.

Party Boats

Party boatmen are now getting busy in Peconic Bay neighborhood for the forthcoming flounder and weakfishing seasons. Flounders run to immense size for hook and line fishing and our run of weakfish has been judged in the past as the greatest in the country. The world's record weakfish was caught on Capt. Sarno's party boat, *Seminole*, last season weighing a little over 17 lbs.

Walter Lightner has completed a 40-foot party boat for George Rhodes of Sayville. The boat has a large cabin in the bow and an open cabin directly behind it. It will be powered by a 40 h.p. Palmer engine installed by Chris Jensen.

Provincetown Herring Trappers

By J. C. Johnson

THE herring run failed to show up at Provincetown last Fall. With herring much in demand here and at other

New England ports, the trappers now look forward anxiously to the arrival of Spring herring. Skippers Joe Oliver and John Joseph put down a total of ten traps in late March. Capt. Ulysses Simmons got ready to drive fifteen more the first of April. All crews will be drawing from a total of 54 traps in these waters and off the Truro and Wellfleet shores by the last of May.

Traps

Capt. George Brier will fish seven traps; Capt. Oliver, four; Capt. Joseph, six; Fishermen Cold Storage, six; Consolidated Cold Storage, ten; North Truro operators, six.

Wolverine Being Installed by Hathaway in Capt. Parsons' New Boat

Capt. Frank Parsons, of Provincetown, is offering for sale the high liner of the fleet, his *Arthur and Matthew*. At this writing Skipper Parsons is in New Bedford waiting for his new boat, which will be named *Richard and Arnold*, after his two youngest sons. Casey Brothers, Fairhaven, have just finished the new dragger, and a new 100 h.p. Wolverine engine is now being installed by Hathaway Machinery Company. She is yawl rigged and will carry a crew of four. Capt. Parsons will resume scalloping in her early in April. He rates as one of the Cape's most successful fishermen.

New Scalloper

The brand new scalloper *E. Henry Smith*, Capt. Maurice Cornell, New Bedford, started operating out of Provincetown late in March. She was built in New Bedford. She carries a crew of five.

New Sterling for "Minnie M."

Capt. Simmons is installing a new 100 h.p. Sterling engine in the *Minnie M*. He and his crew expect to transport some of their best catches this Summer to the New Bedford, Boston and Gloucester markets. Possibly the *Minnie M*. will carry an occasional haul to the New York market. Skipper Simmons followed this routine with some success last Summer.

Flounder Fleet

The flounder fleet by early April will be based at Hyannis for their usual Spring fishing out of that port. Some of the draggers had satisfactory luck for the Winter. The past month they got between six to ten 125-pound boxes of flounders. The New York price was around \$5 a box.

The Dories

The larger dories, operating about thirty miles offshore on the Ridges grounds, have been getting 1,000 to 1,500 haddock to a trip. Small dories fishing North of the Race are averaging between 300 to 500 cod.

Vineyard Believes 1934 Will Show a Decided Improvement

By J. C. Allen

MARTHAS Vineyard emerged from Winter quarters during the past month in much the same manner as the celebrated groundhog peers from his burrow on Candlemas Day. There was none of the bewilderment of the groundhog present, however, because our sea-skimmers had been keeping a watchful look-out during the freeze and knew perfectly well what was going on around and about, but practically a month of inactivity due to ice was something that the old-timers hadn't seen for many a year and the younger lads had never known before.

The local fleet went on to fish in very good condition, scarcely a boat of any kind suffering from contact with the ice because of being frozen in. One house-boat, the *Pelican*, owned by Thomas Look, of Oak Bluffs, was stove and sunk at her moorings, and a schooner, the *Alice Wentworth*, Capt'n Zebulan Tilton, lost some of her oakum, and developed a bad leak. But the fishermen escaped unscathed.

Prices High

The supply of fish stacked up very well during the month and prices hung at a fair level, even high, until the very last part of the month. Our local sea-skimmers had little opportunity to cash in on this however, except for Capt'n's Alton and Tom Tilton, of Vineyard Haven who kept their boats clear of ice by working night and day and moving in and out of the harbor through the channel kept clear by the local steamers and tug-boats. It gave both a chance to duck out for a few hours every time the wind dropped, and they picked up quite a few fish in this way.

"Hope Leslie" Blocked by Ice

It was about the first of the month when the *Hope Leslie*, of Gloucester, running into Buzzards Bay from outside, bound for market, found her passage blocked by ice, and anchored. The ice drifted in around her, parted one cable, carried away her rudder, and started a very bad leak. Coast Guard boats succeeded in towing her to Woods Hole after a terrific battle with the ice, but it was feared for a time that she would have to be abandoned.

Best Codfishing in Months

The best codfishing in six months has been enjoyed during the past thirty days preceding this writing, the school striking just as it usually does in the Fall of the year. These fish were found chiefly in pretty bold water, and they all ran large. None of our local boats had had more than an occasional half-day to set line-trawls, but the otter-trawlers had ventured out and scooped up several fair jags.

Gear Being Overhauled

Blackbacking has started, but seems a trifle late everywhere. There are some fish, but they are not appearing in quantities as numerous as usual at this date. Weather conditions are probably responsible. Nevertheless, all things indicate an early Spring, for which all hands give thanks, and already the gang is overhauling the gear for Spring fishing. Oldtimers predict a good season for the traps, asserting that an old-fashioned Winter is due to bring an old-fashioned Summer.

Encouraging Outlook for Shellfishermen

Matters look pretty encouraging for the shellfishermen. The supply has increased during the freeze-up, and prices have advanced as well. The gang is now pretty well organized too, which should tie up with the new code to advantage, it seems. This is the time of year when the lads begin to concentrate on quahogs and soft-shelled clams, but the Gay Head men went out as soon as the ice loosened up and found their scallop beds still holding a pretty good day's wages. They promptly went to work and fished right up to the closing date, bringing in twenty to thirty dollars worth to a man each day.

Improvement in Industry Predicted

Aside from these matters, the Vineyard retains its normal quietude, with preparations for Summer under way and hope riding high in the breasts of all hands. Everybody believes that 1934 will be a decided improvement over the last year, and, "if you believe it, it's so."

Connecticut Schooner Ashore

By Capt. E. B. Thomas

ON March 23, the schooner *Charlotte*, Capt. L. A. Clay, ran ashore 2½ miles North of Fenwick Island, Del. Her crew of five and the skipper were rescued. Two C. G. cutters raced to the rescue of the vessel and saved her. According to reports the vessel lost her bearings in a hard No'theaster and snow storm.

The schooner *Charlotte* is 62 ft. l.o.a., with a gross tonnage of 31. She was built at Kennebunkport, Me., in 1928, and is considered to be one of the finest vessels fishing out of this locality. She hails from Stonington and is the largest vessel fishing on any part of the coast with the name of that port painted on her stern.

Boat Yards Busy

Several yards in this vicinity have been quite busy building small boats this Winter. Besides two lobster boats built by Post, Gideon Manchester built a small sailing yacht and a lobster boat; Butson of Noank built a 24 ft. pleasure sloop, and "Webb" Eldredge of Noank, built one of his "fisherman type cruisers, and a 23 ft. sloop.

Morton C. Tilley of the Essex Boat Works is installing a new boat hoist which will enable him to hoist small boats from the water directly into his boat shop.



The "*Oriola*", probably the best known and one of the oldest boats in Charlotte County, N. B., is commanded by Capt. George Simpson of Fairhaven, who has boat-ed live lobsters and herring from Bay of Fundy ports for a half century or more. Capt. Simpson uses Eveready batteries, Plymouth cordage and Linen Thread Co. products.

Gloucester Southern Draggers Now Mackerel Seining

By E. A. Goodick

AFTER a successful Southern season, the Gloucester vessels that have been dragging out of Cape May, Norfolk, Portsmouth and Phoebe, have refitted for mackerel seining, and look forward to a better year than ever, with the cold storages practically empty of mackerel.

Among the high line draggers were *Superior*, Capt. John Dahlmar; *Grace F.*, Capt. Frank Favolora; *Nova Julia*, Capt. Anthony Liguata; and *Olivia M. Brown*, Capt. Frank Brown.

The call of the dark nights is on, and 33 craft of the seining fleet were all set April 1 to sail for Cape May, New Jersey and vicinity, to try their luck in locating the schools and that "important price" that usually accompanies the initial fare.



The "Salvatore" of Gloucester, Captain Vito Lucretio, which is reported to have sighted the first school of mackerel this season while dragging off Virginia. Among the items of equipment on this dragger are Edison batteries, Westinghouse generator, and Shipmate range.

Before the season is well under way the fleet should approximate 53 sail or more.

Master Mariners Elect Officers

Capt. Edward A. Proctor was re-elected President of the Gloucester Master Mariners' Association at the annual meeting last month. Other officers are Capt. William L. Nickerson, Vice-President; Alexander J. Chisholm, Treasurer; and Henry F. Brown, Secretary.

Petitions that had been sent out by the local association in an effort to gain strength in their personal appeal to President Roosevelt to urge either a higher tariff on all imported products that are in direct competition with the American fishermen, or to provide an embargo on such importations, have been returned with hundreds of signatures.

These petitions were sent by the association to every part of the Nation where men earn their livelihood by fishing, and the response has been most gratifying. The local association felt that a united appeal with hundreds of signatures would have more strength than individual petitions sent to the President.

Racing-Fisherman "Elsie" Sold

The International racing-fishing schooner *Elsie*, owned by the Gorton-Pew Vessels Co., was sold last month to Capt. Levi Curley of Belleoram, Newfoundland, who will use her in the coasting trade for freighting salt fish to other countries.

She was the American challenger in the fishermen's race against the schooner *Bluenose*, Capt. Angus Walters, on October 22 and 24, 1931, when she was commanded by Capt. Marty Welch.

In 1919 the Frank C. Pearce fish firm bought the vessel and installed an engine, and fitted her out for dory trawling in

the fresh haddock industry under Capt. Joe Sears, now commander of the *Babe Sears*. She was later commanded by Capt. Morton Selig, at present in command of the *Illinois*.

About three years ago her engine was removed, and she has been used since that time in the coasting trade to bring salt fish here, and also has been chartered by the Sea Scouts of Gloucester, who have taken many a voyage in her with Capt. William Nickerson at the helm.

Capt. Rose Buys "Natalie Hammond"

The schooner *Natalie Hammond* was bought on March 6 by Capt. Frank Rose. He is having her overhauled and put in condition to go on a haddocking voyage to Georges.

The craft was built at Essex in 1931 and is 110 tons gross, 102.7 ft. in length, 22.9 feet beam and 11.1 feet draft. She is powered with a 120 H.P. Fairbanks-Morse engine.

Capt. Rose is well known along the waterfront and was formerly commander of the trawler *Andrew and Rosalie*.

"Louis A. Thebaud" to Become Scallop

Maine parties are reported to have bought the local schooner

Louis A. Thebaud, from Capt. Percy A. Pieroway who had her built in 1930 at the Story Yards in Essex.

The purchasers, it is reported, are Capt. Lew Wallace of Rockland, Maine, former skipper and owner of the ill-fated *Virginia R.*, which was run down last Summer, and Capt. S. P. Whitney, who will command the *Thebaud* in the scallop fisheries out of Rockland.

Since the boat was built she has been engaged in mackerel netting and swordfishing, in command of Capt. Pieroway.

She is 70 ft. long, 18.4 ft. beam and 8.9 draft, and is equipped with a 100 H.P. Wolverine Diesel engine.

"Frank W. Wilkisson" Resold

The *Frank W. Wilkisson*, converted sub-chaser, was sold again last month at public auction, and Capt. Percy A. Pieroway was the highest bidder. The sale is subject to the approval of the United States Court.

Portland Fish Co. Opens Branch

The Portland Fish Co., one of Portland's largest wholesale fish distributors, has opened a branch plant on Jordan's Wharf, at Gloucester, Mass. Two of the company's fishing fleet, the gill-netters *Elizabeth B.* and *Onward III*, already have been sent to Gloucester to fish out of this port to supply the new branch. Two more netters the *Hortense* and the *Pofisco* will join them early in April. Captain Frank Daggett, former skipper of the *Hortense*, will be in charge of the new Gloucester branch, and Capt. Roy Curtis has been given command of the *Hortense*, George L. Ratcliffe, President of the company announces. Fish will be received, dressed and packed at the Gloucester plant, but will be sold through the Portland office.

(Continued on page 26)

Maryland and Virginia Debate Oyster Problem

By Edward Bowdoin

VIRGINIA'S new legislation to open the Potomac river to hand-scraping has complicated rather than alleviated the much debated oyster problem in those waters, according to Swepson Earle, Maryland Conservation Commissioner.

Mr. Earle has been in the Virginia capital to testify before its House Committee on the Chesapeake Bay and tributaries, which confirmed the Senate's measure to allow hand-scraping in the river shared by oystermen of the two States it divides. The measure, as approved, would permit hand-scraping by boats of forty feet in length or less, using scrapes not more

Virginia Retired Oysterman Member of Code Authority

By Paul Titlow

MATTHEW C. Armstrong, a retired oyster dealer of Hampton, Va., was named by National Recovery Administrator Hugh S. Johnson, on March 27, as the administration member of the code authority for the fresh oyster division for the fishery industry. He will serve for one year. The appointment was recommended by Division Administrator Armin W. Riley and Deputy Administrator R. H. Fiedler. Mr. Armstrong was engaged in the oyster business for 30 years.

Want Dock in Norfolk

Considerable interest has been developed for the establish-

The "Malolo", Capt. W. T. Quinn, of Hampton, Va., was designed by Chester F. Hathaway, of the Hathaway Machinery Co., New Bedford, Mass., and is 91 x 18-8 x 10-6, equipped with a 250 h.p. Fairbanks-Morse 5 cylinder Diesel engine, Hyde propeller, Kinney clutch, and Willard batteries.



than thirty-six inches in width, and weighing not more than forty pounds.

Such provisions, according to Mr. Earle, discriminate against Eastern Shore oystermen and doubtless will fail to be ratified by the Maryland General Assembly. According to the Maryland-Virginia compact of 1785, the legislative bodies of both States must approve measures affecting the commonly shared tributary before they become effective law.

The Virginia bill discriminates against Eastern Shoremen of Virginia as well as Maryland, Mr. Earle explained, because it practically eliminates scraping by sailboats, which form the bulk of the Eastern Shore oystering fleet. It is claimed that using a scrape as light as forty pounds is impossible in sailing craft. Only a motor boat can throttle down to the snail pace necessary to keep such a light scrape on the river bottom. Furthermore, the commissioner said, few Eastern Shoremen use a craft less than forty feet long.

Even the smallest skipjack, the smallest sailing craft used in this kind of work, is forty feet or more from stem to stern. Scraping in the Potomac means the Eastern Shoremen must have craft large enough to provide them with living quarters. They cannot run into their home port after a day's work like the Western Shoremen. It takes several hours of good sailing to cross the Chesapeake down around the Potomac, Crisfield, Smiths Island, and lower Dorchester.

If the Potomac must be opened to hand-scraping, sailing craft lengths up to fifty-five feet from stem to stern should be allowed. Such a length would keep out the destructive larger boats and yet give the Eastern Shoremen a chance to share in the work.

ment of a fish dock in Norfolk. The discussion arose, it is learned, among trawler operators who are anxious that there be a central point of landing and distribution for the city such as exists in New York, Boston and other places.

During the last Winter there have been a large number of trawlers out of Gloucester and New Bedford operating off Virginia Capes. The catches have been good and the prices good. It is felt that business on a larger scale would be assured if there was a fish dock in Norfolk.

Mathews Fishermen Catch First Shad

The first shad of the season were caught by Mathews fishermen March 29.

Aided by Federal Emergency Relief funds, fishermen have patched together remnants of their equipment left by the storm of last August, and after having been delayed by bad weather have placed many nets in the bay ready for the big run.

Wharves Rebuilt

The wharf at Sandbank, on Horn Harbor, destroyed by the storm of last August has been rebuilt by O. L. Powell and W. J. Green. This is one of the most important shipping points on the Chesapeake. Bayside, another important shipping point, also destroyed last August, is now being rebuilt by the same interests. This wharf is more than a half-mile long.

Callis Wharf, on Gwynn's Island, shipping point for the Island fishermen, was only slightly damaged. Here is located the cold storage and packing plant of Elwood E. Callis.



The "Stewart Brothers", owned by Capt. W. J. Pruitt, of Tangier, Va. She is powered with a 45 h.p. 3-cylinder Atlas Imperial Diesel engine.

Mississippi Oyster Planting Benefits Industry

WORK on the CWA seed oyster and shell planting program was brought to a close on March 24. Over 150,000 barrels of shells and 140,000 barrels of seed oysters were planted.

Comments are being heard from fishermen and business men complimenting the seafood commission on the splendid work accomplished and the excellent results expected to follow.

Large Snappers Brought to Biloxi

Fifteen thousand pounds of large fine snappers ranging in weight to about 15 pounds were received by the C. C. Co., on March 15. They were caught off the Tampico snapper banks by the *Over the Waves*, one of Wm. Cruso's new snapper vessels. This is the second catch of the boat since it was recently purchased by Mr. Cruso. The catch is lighter than the usual run, due to bad weather. The boat was out about 21 days. The *Snapper King*, another of the fleet, returned the day previous with about 10,000 pounds. Smaller boats of the company, including the *Josephine C.*, brought in about 100 pounds of trout and 800 pounds of red fish, and the *Willie W.*, caught 500 lbs. of trout and 800 lbs. of red fish.

The C. C. Co. has a fleet of five snapper boats, which bring their cargoes into Pascagoula, whence they are brought by truck to Biloxi.

Shrimp Study Conducted at Biloxi Plant

Dr. E. J. Cameron, chief bacteriologist, and his assistant, C. C. Williams of the National Cannery Association were in Biloxi late in March doing some experimental bacteriological work in connection with shrimp. They have set up a laboratory at the Point Cadet Fish and Oyster Co., and are to be there about a month.

Norman Hendrickson, director of the shrimp section of the association, who in the past has been going to various industries in trouble and trying to correct the difficulties, was there.

Florida

Four Shrimp Trawlers Launched. Three Being Built

By H. L. Peace

WITH the completion of four modern shrimp trawlers and three more boats now under construction, preparations are being made in the Florida shrimp industry for a big Summer season. Two of the boats were launched during the last week in March and the other two were launched previous to that time. The three boats now under construction will be completed within the next three weeks.

"Queen of Fernandina"

The *Queen of Fernandina*, acclaimed the largest shrimp trawler in the world, has just been launched from the boatyards of the Nassau Shipbuilding & Engine Company at Fernandina. She is 65 ft. long, and 14 ft. beam. She is built of oak framing and cypress siding, and is owned by Patsy Montanza of Fernandina.

Boat for Ramos Bros.

A new shrimp boat, yet to be christened, has been put overboard at the boatyards of Mike Tiliakos for Ramos Brothers of Darien, Ga. The boat is 45½ ft. in length, has a 13½ ft. beam, and is powered with a four-cylinder 50 h.p. Wolverine engine.

Two of Sallman Fleet Launched

The *Jack and Jill*, 46½ ft. in length, with a 14½ ft. beam, and equipped with a 30 h.p. Fairbanks-Morse engine, and the *Stormy Weather*, 48 ft. in length with a 15 ft. beam, and powered with a 45 h.p. Fairbanks-Morse, are the first two boats of a fleet of three boats to be completed for Harry Sallman of Fernandina. These boats are equipped with long cabins, 10 ft. x 7 ft. x 7 ft. Mr. Sallman is now operating a raw packing plant at Fernandina.

Three Boats Under Construction

Two boats, the keels of which have already been laid, are under construction at the plant of Mike Tiliakos in Fernandina. One of these boats built for John Santos, prominent Florida shrimp dealer, and the other for Lewis Hardee, of the firm of John R. Hardee Sons.

The trawler for Mr. Santos will measure 49 ft. in length with a 14½ ft. beam and will be powered with a four cylinder 70 h.p. engine, while Mr. Hardee's boat will be 46 ft. in length with a 13½ ft. beam and powered with a 40 h.p. Fairbanks-Morse engine.

"Mickey Mouse"

The third boat under construction will be known as the *Mickey Mouse* and is being built by Stathis Klonaris, Fernandina boat builder, for Harry Sallman of Fernandina. She will be 52 ft. in length with a 15½ ft. beam.

The *Mickey Mouse*, according to Mr. Sallman, will be used for menhaden fishing during the Summer months, and for shrimping during the Winter months. This boat will be equipped with a hold capable of carrying 600 barrels of menhaden fish or 600 bushels of shrimp. This is an unusually large hold for a shrimp boat.

These boats are of the latest design and are equipped with the latest conveniences. They are equipped with brass rudders and steering gear assembled under the deck with watertight bulkheads around the stern of the boat. They are built of oak framing with cypress siding.

To Build New Dock

Mike Tiliakos, owner of a boatyard at Fernandina, Florida, in a statement to the ATLANTIC FISHERMAN, said that construction of a new 30 ft. x 50 ft. dock at his plant would get under way in the early part of April. Mr. Tiliakos stated that a large docking space would be available, and that he would handle gasoline here for the shrimp fleet.



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"Storm King", a 45 ft. charter boat specializing in Bimini trips; owned by Capt. Lyman Allen, Miami Beach, Florida.



The charter boat "Stranger", owned by Capt. J. A. Melvy, of Miami, Florida, powered with a Palmer engine.



The charter boat "Luckie II", owned by Capt. William Banfield, of Miami, Florida.



The "Calumet", a charter boat owned by Capt. Harry E. Crawford, of West Palm Beach, Fla., 34 ft. long and 10 ft. beam.

Florida Charter Boats And Sport Fishermen

By T. F. Cunningham

FLORIDA has built up a large clientele of sport fishermen. At Miami approximately 200 fishing cruisers, guides and mates, are required to properly accommodate these anglers, much of the fishing being done by trolling in the Gulf stream.

Many fishing cruises are arranged with the Bahama Isles and the Florida Keys as an objective. A charter for a definite period is generally more profitable to the guide, and more agreeable to the angler who is benefitted by being assured of satisfactory sport. One day's fishing may not be so good, whereas a cruise of several days' duration is bound to eventuate in large catches on some of the days.

One phase of fishing here which is becoming more popular is the taking of small game fish on bait-casting and fly rods, and there is developing quite a large class of anglers who would rather angle with bait-lure and fly. The Miami Beach Rod and Reel Club will award \$1,000 worth of tackle this year in its two fishing contests.

Charter Boats

Capt. N. H. Westervelt has had a very successful season for his charter boat *Eden*, operating from Flagler St. Bridge.

Last season a sailfish was landed by Forbes Morgan, President Roosevelt's uncle, on the charter boat *Conchita*, owned by Capt. Charles Loomis. The sailfish was mounted and sent to the White House.

St. Augustine

Capt. August Peterson, hailing from Maine, has made this port his headquarters for the last several years. He is reputed to be one of the first who introduced scallops to the American public. He has just designed a new boat for fishing in Florida waters, which was built by Tony Cyrus at the Sebastian Machine Works dock.

Capt. Leon Canova, one of the popular charter boat fishermen here, owns the *Molly & Me*, 42 x 12½ x 3½. Capt. Canova is a graduate of the Fernandina Fishing Colony.

Capt. J. C. Harris operates a popular charter boat and reports a successful season.

Crystal Beach

Capt. G. C. Hall of Buffalo, New York, with his boat *June*, has been located here for the Winter. The *June* is 30 x 9 x 2½.

Daytona Beach

Capt. D. A. Wise has been here two seasons with the *Mardale*, working out of Daytona Dock, and has been very successful.

Ft. Lauderdale

Capt. F. H. Merritt has added another *Caliban*, making three of these party boats in his fleet. This latest one was built at Morehead City, N. C., is 46 x 12 x 3 and equipped with a Buda engine. The *Caliban* fleet will return to Long Island for the Summer.

Ft. Pierce

Mr. Mayes, Manager of the Fee Hardware Co., reports that great interest is being taken in the fishing contest now going on, which closes April 15.

New Smyrna

Capt. William F. Stephens has just finished building a new cabin cruiser, 29 x 9 x 2½, powered with a Kermath. Capt. Stephens expects to be located at Miami for the Summer season.

West Palm Beach

The auxiliary sloop, *Amberjack*, has just been completely overhauled at the Lakeside Docks. She is owned by Capt. M. A. Bishop, and is equipped with a medium heavy duty Palmer 30 H.P. engine.

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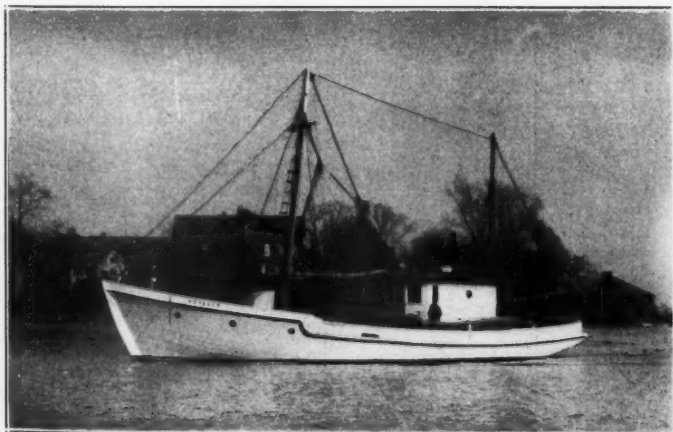
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New Brunswick To Establish Marketing Board Scallopers Getting Record Hauls

By C. A. Dixon

AMONG the most important matters taken up at the recent session of the New Brunswick Legislature was that of establishing a marketing board for the natural products of the province. During the debate on the question Premier Tilley announced the intention of the Government to render further assistance to the fishermen by including fishing as well as farming, lumbering, and mining in the scheme to extend and maintain markets. He said the Government would work in conjunction with a provincial fishermen's organization to further their interests. The Government has already given valuable aid to the fishing industry by granting a bonus of 20 cents a hundredweight on hake caught fresh for the last two years and has also assisted the industry by guaranteeing the accounts of a brine freezing plant for three consecutive seasons, to the amounts of \$12,000 in 1932, \$12,000 in 1933, and \$20,000 for 1934.

New Scallop Bed Yields Big Catches

Increased catches of scallops by Charlotte County fishermen in some places and decreased catches in others featured dragging operations during recent weeks. Although far below the record catch for one day made at Digby, N. S., just across the Bay of Fundy, when \$5,000 worth of scallops were landed by 45 boats, 30 boats of the Quoddy fleet got between \$1,500 and \$2,000 worth of shellfish during one day's dragging on a newly discovered bed in the vicinity of Barnes' Island off Lord's Cove. One boat got 130 gallons in two days, and the record catch for one day was said to be 90 gallons. Prices dropped considerably as is usual in the Spring, but even so fishermen of Campobello, Deer Island and Grand Manan picked up quite a lot of money scalloping at a time of year when other lines of fishing are practically at a standstill. The fish are sold mainly to three Eastport firms, namely, the B. H. Wilson Fisheries, Frank R. Neal, and Emery Bros.

Expect Banner Year in Sardine Industry

Up to the time of writing not a single sardine herring has been procured by fishermen, which is a very unusual feature in connection with weir fishing in Charlotte County. Although good schools of fish have been reported off Deadman's Harbour and along the North shore they have remained offshore due to the ice conditions and very cold water. Connors Bros., Ltd., of Black's Harbour, N. B., sardine packers, have had a number of boats out for some time searching for herring suitable for sardines, but the boatmen have been unsuccessful in their quest. The big firm will run its two factory units to capacity this year, it is claimed, and it is very anxious to get fish as soon as any are available. Many think this year will see a banner pack by the firm. A fleet of seventeen large boats equipped with crude oil and gasoline engines, carries fish to the plant and heavy freights of tin, oil, salt, and other factory supplies, from Saint John, N. B.

Lobster Carrier Purchased

The finest boat of its kind ever owned in Charlotte County was recently purchased in Nova Scotia by the R. J. Conley Co., Ltd., of St. Andrews, N. B. The name of the craft is the *Aristocrat* and it is equipped with wireless, and is powered with a Diesel engine in excess of 200 h.p. The boat is over 100 feet long, is speedy and has a large carrying capacity. The *Aristocrat* will be used for transporting live lobsters from the Maritime Provinces and the Magdalen Islands to the Conley pounds.

Digby Sees Good Season Ahead

By J. M. Wallis

DIGBY'S waterfront has been more active than usual these past few months. For one thing, there has been an increase in the size of the scallop fleet out of this port; the 1933-34 fleet is the largest in years.

Among the new arrivals are the *M. W. Colp*, Capt. Maynard Colp, of Bayport, Nova Scotia, and the *Violetta G.*, Captain Parks, of Riverport, N. S.; other boats have joined the Digby fleet from adjoining districts and from across the Bay of Fundy.

Believe Coming Season Will be Best in Years

Of course very little can be said on shore fishing at this time. In Digby county, as usual at this time of the year, shore fishing is almost at a standstill, but, "it won't be long now". The fishermen themselves, as well as the buyers, seem very much of the opinion that the coming season is going to be the best since before the depression.

Wants to Advertise Fish as Food

At the Federal House in Ottawa recently H. B. Short recommended that the Dominion Government spend \$40,000 to advertise fish as food. He said that such an expenditure would be money well spent. The matter has been promised the consideration of the Minister of Fisheries.

Line Against Miramichi Drifters

By M. E. McNulty

A MOTION calling for the moving of the line against drifters in the lower Miramichi River, and which was strongly advanced by those representing U. S. anglers, and vigorously opposed by fishermen, was passed by the Northumberland County Council, by 15 to 10, after a hot discussion. Among those speaking in opposition was Councilor James Williston, of Bay du Vin, who claimed between 600 and 700 men would be affected by a reduction in their incomes. Mr. Williston said he employed 25 men and used 11 motorboats after salmon and other fish for six months in the year, and when the season opened, he always had given his men instructions that the line must be watched by them.

It was pointed out that many of the fishermen had small boats and were practically at the mercy of the winds and sea, as well as risking the loss or severe damage of their nets. That the fisheries would be ruined, particularly the salmon fishery, was the situation, in the opinion expressed by councilors opposing the motion. It was shown that the line at present gave some protection to the fishermen against the weather, but that the proposed new line would expose the men unduly. In many cases fishing boats would be 20 to 30 miles away from their bases.

Shelburne Building New Schooners

SHELBURNE Shipyards have once again started construction, two of the yards securing orders which allowed them to reopen. W. C. MacKay and Sons, well known Shelburne firm, headed by W. C. MacKay, veteran shipbuilder, have secured an order for a 90 foot fishing schooner and will start construction shortly. They have also received notice of acceptance of a tender for the construction of a 40 foot patrol boat for the Royal Canadian Mounted Police.

Eastern Shipbuilding Corporation, a yacht yard located at Battery Point, is also stated will start construction in the near future on a 40 foot yacht.

Kenneth MacAlpine & Sons have under construction a 40-foot fishing boat for the Shelburne Fisheries, Ltd.

Vessels at Shelburne

Several American fishing vessels were in Shelburne last month, among them being the *Ruth* and *Margaret*, *Rhodora*, *Andrew* and *Rosalie*, *Gertrude DeCosta*, *Gossoon*, and *Joffre*.

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Maritime Fishermen Urged to Market Cooperatively

By M. Ryan

BECAUSE of fish price spreads in Canada, Maritime fishermen are being urged by the United Maritime Fishermen to process and market their own fish and fish products.

Judging from the prices paid for fish by the consuming public, it does not seem unfair to assume that the fisherman gets a very small percentage of the consumer's dollar. For instance, in Halifax, haddock is retailing at 15 cents a pound, and the fishermen are only receiving 2½ cents.

In Ontario, dry boxed cod is retailing at 30 cents a pound. In Canso, N. S., last season, fishermen got less than half a cent a pound for cod for salting. Haddock in Ontario retails for from 20 to 30 cents a pound.

During a discussion in the Canadian House of Commons on the price spread investigation, R. B. Hanson, M.P., said that he had been charged 40 cents a pound for boneless cod, while the primary producer was lucky if he got two cents.

Crew of "G. E. Levy" Saved by Liner

Timely arrival of the Red Star liner *Westernland* saved the entire crew of the Halifax inshore haddock, *G.E. Levy*, from certain death at noon on Sunday, March 11th.

The rescued men were: Captain Charles Hebb, Morton and Leon Mason, Lunenburg; John Drakes, Fortune Bay, Newfoundland. Their vessel, owned by Captain Aubrey Oxner, Lunenburg, sunk soon after the rescue.

The *Westernland*, by skillful manoeuvring by Capt. W. A. Morehouse, was brought close to the windward of the derelict. A lifeboat was made ready to be lowered but it was not needed because the *Levy* drifted right up alongside under the lee of the 15,000-ton liner. Each member of the crew was hoisted up aboard the *Westernland* by means of a rope, Captain Hebb being the last to leave the *Levy* which sank soon afterward.

Lunenburg Fresh Fishing Fleet Doing Well

By H. R. Arenburg

THE fresh fishermen have been doing very well during the Spring season. One schooner sold her catch, the crew sharing \$41 per man for one week's fishing. The schooner *Marshall Frank* shared \$25 per man for a week's fishing and the crew of the *Ronald George*, Captain Dan Romkey, have shared \$117 since the beginning of the season.

Prices Rise for Halibut Livers

Two increases in price offered for halibut livers in one week was the record in this new industry to benefit fishermen.

About the middle of March A. J. Fraser of the Yarmouth branch of J. R. Poole Co., fish packers, received notice from a drug company in Walkerville, Ont., authorizing him to purchase halibut livers in as great quantities as he could for 15 cents per pound, and shortly after that another communication was received, raising the price to 20 cents.

"Isabel H." Sold

The *Isabel H.*, which has been laid up at Halifax for some time has been sold to Lunenburg parties and will be used in the fisheries out of this port. The vessel was built at Meteghan.

Diesel Engine Installed

The schooner *Astrid W.*, has had a 60 h.p. high speed Diesel engine installed. This schooner is one of the Lunenburg Sea Products fresh fishing fleet.

Converted into Fisherman

The motor vessel *Yamaska*, which has been at Halifax for some time, has been purchased by W. C. Smith & Co., Ltd., of Lunenburg, and will be converted from a freighter into a halibut and fresh fishing vessel. Capt. Roland Knickle, of Lunenburg, will command the craft.

Delaware Bay Net Bill in N. J. Senate

By Capt. F. Widerstrom

THE Delaware Bay Net Bill has been introduced in the New Jersey Senate, latest reports indicating that there is more than an even chance that it will be favorably acted upon. Should the bill be passed it will mean that about seven score of men will be busy for a few weeks this Spring on weakfish.

Weakfish

Pound companies have started to pump poles, figuring that it is about time for another good Spring for weakfish—personally, I think they should hit it pretty good this year, as cold storages and freezers are pretty well cleaned out and prices should be about double those of last year.

Cold Springs

Captain Pat Canning of the *Reliance* is having an 80 h.p. Palmer installed in his fast party boat. Captain Pat works from the Pennsylvania R.R. dock at Cold Springs Harbor.

Others at the well-known sports and commercial fishing center that are preparing for the coming season are Captain Burke of the *Victor*, Captain J. Shivers of the *Nautilus*, and Captain T. Riedel of the *Emma R.* The *Pearl B.*, is also being tuned up and overhauled for the coming season.

Captain George Headley of the *A. C. Tresselt* has been clamming in the sounds all Winter with his fast cabin skiff the *Anna B.* Frank Godfrey has shipped along with Captain Headley this Winter and Spring.

Otten's Harbor

At Otten's Harbor, Captain K. Kloo is busy helping the fishermen get ready for the Spring season. Captain Kloo is a distributor for marine motors, and is an expert in the installation of all types of marine motors and of Hathaway hoisting gears. He wears a smile these days and surely expects better times right ahead.

Union Fish Co. of Otten's Harbor have had their fleet of boats overhauled at Olsen's Shipyard in Anglesea, and are working at sea daily when weather permits.

Among those getting their traps ready for sea bass are Captains John Nelson, Herman Johnson and Thomas Larsen. They all fish skiffs, although Capt. Johnson has a bit of a cabin on his boat, which he finds handy when he goes offshore to do a bit of "squidding", or on an occasional trip to the Old Grounds when the trapping is a bit slow.

Atlantic City Skippers

Cod struck in heavy off Atlantic City during the first two weeks in March, but disappeared before Easter. Captain Gunnar Peterson fished offshore in from twenty to twenty-seven fathoms, and had several good catches before the ice cleared off enough for the boats in the vicinity of Cape May to venture out.

Captain Bates, of the *Sea Bird*, is one of the Atlantic City skippers that put into Cold Springs Harbor for bait and to fish off in the vicinity of Five Fathoms Lightship.

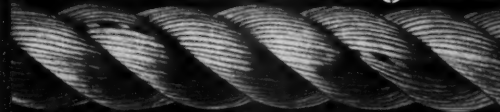
Capt. Brody and his "Happy"

Captain Brody of the *Happy* has been buying hard clams all Winter at Cold Springs. As high as fifty men can be seen working on the Chattin Flats at the Harbor on a tide in addition to a dozen tongs and one or two shinny-cock rake workers. The *Happy* is powered by a two-cylinder 12 h.p. Palmer, Monel Metal shaft, and Columbian propeller. She has Eveready batteries.

Dahl and Nelson High Liners

Captain Ed Dahl of the *Rascal*, with John Nelson as mate, were high liners in the offshore fishing, having some catches as high as a dozen boxes. Capt. Dahl, by the way, found extensive beds of quahogs while fishing for cod, and plans to rig up a dredge and try to catch some of them.

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Always remains flexible

Kinking prevented—Rotting retarded

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Costs no more

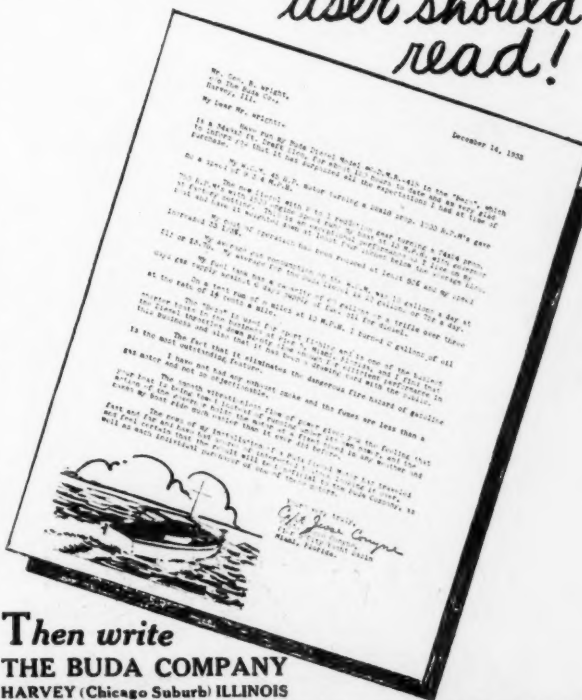
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226 State Street
Boston

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user should
read!*



Then write

THE BUDA COMPANY

HARVEY (Chicago Suburb) ILLINOIS

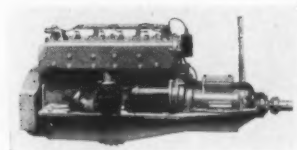
BUDA MARINE ENGINES

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Important Coastal Cities



PALMER BROS. ENGINES, Inc.
14 WATER ST. COS COB, CONN.

There is no free wheeling or gliding without effort for the marine engine. When the boat is moving the motor is working and working hard. It takes real power to disguise this fact and a sturdy engine to give a long trouble-free life in marine service. Palmer engines have been doing both for forty years. Boat builders use Palmer Engines because they make boats perform as planned. Boatmen prefer Palmer Engines having seen what satisfaction they always give. If you can't see the Palmer line on display, send for descriptive literature.



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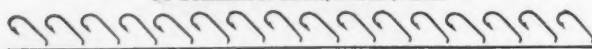
YOU'RE taking no fish-hook chances when you go out equipped with Mustad Key Brand Fish Hooks. These world-famous hooks will do the best job ANY fish hook can do. Made of the world's best, toughest hook steel, specially tempered. Shaped exactly

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World's Largest Fish Hook Manufacturer

MUSTAD
Key Brand FISH HOOKS

Agents: **SIDNEY R. BAXTER & CO.**
90 Commercial Street, Boston, Mass.



A 100 fathom shot of nine inch circumference steam tarred Wall Fisherman's Cable which Capt. Carl Olsen of Gloucester purchased from Sherman B. Ruth, second from the left in the picture. In the background is Capt. Olsen's "Oretha F. Spinney", rigged throughout with Wall Rope.

Gloucester

(Continued from page 16)

Capt. "Jeff" Thomas

Capt. "Jeff" Thomas of the schooner *Adventure* was stricken with a sudden heart attack as he stepped to the wheel of the vessel while fishing on Western Bank, 80 miles off Halifax, and died shortly after.

Capt. Thomas had been fishing out of Gloucester ever since he was 15 years old, coming here from Arichat, Nova Scotia.

Coast Guard Base 7 to be Closed

Base 7, U. S. Coast Guard which was established in Gloucester in January, 1925, will become history on April 30, when 94 coastguardsmen, including the officers, will leave Gloucester. The 125 ft. patrol boat *Antietam*, Lieut. Norman Nelson commanding, will be transferred from Boston to Gloucester Harbor where she will make her permanent base, while a 75-footer will also be detailed to Gloucester to take care of all calls from yachts and small fishing boats.

This action was taken because the appropriations for this service have been greatly reduced. The 12 stations along the Atlantic and Pacific coasts have been cut down to three, located at New London, Conn., Fort Lauderdale, Fla., and Oakland, Calif. In Northern New England they will keep vessels at some port on the Maine coast, in Gloucester, and in Boston.

On March 23 definite assurance was received from Congressman A. Piatt Andrew that the Coast Guard had agreed that before Base 7 was closed, Dolliver's Neck Life Saving Station would be reopened, and equipped with a motor life boat.

Cooper-Bessemer Sales

L. C. McEwen, District Manager for The Cooper-Bessemer Corp., has recently sold a 110 h.p. Cooper-Bessemer engine to Capt. John G. Murley, for the New Bedford dragger *Martha M. Murley*.

Also an 80 h.p. new type Cooper-Bessemer Diesel to Capt. Roland Wonson, of Gloucester, for the *Virginia* and *Joan II*, now nearing completion in Warner's Yard at Kennebunkport, Maine.

Ruth Takes on New Agency

Sherman B. Ruth, ship chandler has recently taken on the agency for the Kelvin & Wilfred O. White Co., compass adjusters, and one of the oldest concerns of its type in the business.

Mitchell with Russell, Fairfield & Ellis

Charles W. Mitchell, who for over twenty-five years has specialized in the handling of many and various insurance problems for fishermen and fishing fleets, is now associated with the office of Russell, Fairfield & Ellis. Mr. Mitchell has made a specialty of fishing vessel coverage, and has effected many economies and savings, especially in compensation coverage.



Fishing boats tied up at Sam Caboon's Wharf at Woods Hole, Mass. Mr. Caboon has been a distributor of Texaco products for 15 years, and in addition to selling large quantities of Texaco Algol and Ursa oil for Diesel engines, he also sells Texaco marine motor oils.

"Nellie York" to Circle Globe

THE *Nellie York* has been purchased from Capt. John Lundbom, of Vinal Haven, Maine, through the office of the Knox Marine Exchange, Camden, by three young college men who have sailed from the port of Camden for a cruise around the world.

The *Nellie York* is a Friendship sloop 45 ft. in length, 13 ft. beam, and 6½ ft. draft. The rig was changed from that of a sloop to that of a yawl of three sails. In addition to her sails, she is powered with a 10 h.p. gasoline engine. She has a flush deck, and is arranged to sleep four persons.

The home port of the trio of sailors is Toledo, and the *Nellie York* flies the colors of the Toledo Yacht Club.

Fishermen at Peirce & Kilburn's

THE fisherman Fannie Parnell, of Provincetown, Captain Michael Deogo, is hauled out at Peirce & Kilburn's, New Bedford, Mass., having a general Spring overhauling. One of the garboard planks is being replaced and the seams recaulked.

The Cuttyhunk boat *Alert*, Capt. Frank Wilcox, is also on the ways. New rigging is being set up and repairs to the rudder will soon be completed.

The Boston fisherman *Acme* is at Peirce & Kilburn's to clear her wheel of netting, and have a general overhauling.

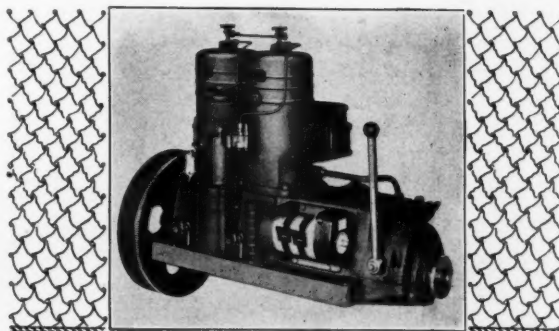
Last Winter Peirce & Kilburn hauled out the New Bedford dragger *William H. Killigrew*, Capt. Elmer Jacobsen, through 10 inches of ice when it was 20 below zero. They also hauled out of an ice jam the *Mary and Julia*, owned by Capt. Dan Mullins.

Another Bolinders Diesel Added to New Jersey Fishing Fleet

THE new type Bolinders light weight Diesel Engine exhibited at the New York Motorboat Show in January has created a great deal of interest among owners of fishing boats.

In addition to the 50 H.P. engine sold at the Show, Bolinders now reports the sale of a 100 H.P. 4-cylinder engine of the same type. This engine will be installed in the Wildwood fishing boat *Alma Bell*, owned by Capt. P. Munson.

A 50 H.P. Bolinders W-7 engine is now being installed in the small tanker *R. M. Hubbard*. A 10 H.P. auxiliary Bolinders will be used for driving the cargo pump on the same vessel. The *R. M. Hubbard* is owned by Little Ferry Oil Company, Little Ferry, N. J.



BIGGER PROFITS from every catch!

No matter how good the market is you have to reckon with repairs and fuel before your profits begin. The less these items cost, the more you make on every catch. That's why fishermen are "going Diesel" everywhere.

They are turning to Bolinders, too, for these Diesels give the most miles per gallon and the most gallons per dollar with their inexpensive fuel.

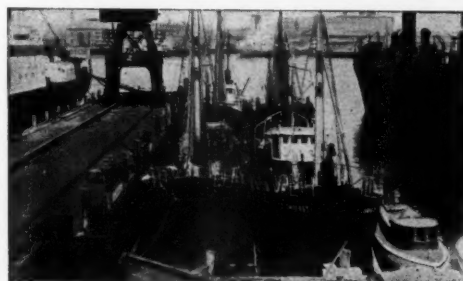
See this New 50 h.p. Twin at our New York Showroom or write for complete information about its light weight (1985 lbs.), its compactness (only 49" long), the integral reverse gear, electric starter, if you want it, and its typical Bolinders low maintenance costs. Built the way Diesels should be built and in all sizes from 6 h.p. up. Write or call.



BOLINDERS DIESEL ENGINES

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Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

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General Sales Offices: 25 Broadway, New York

Boston Office: 75 Federal St.

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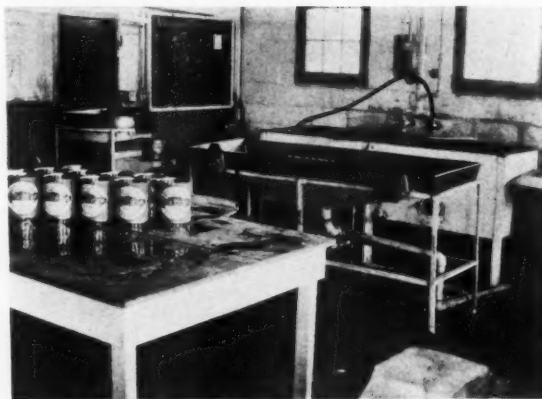
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New Bedford, Mass.

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Gear on the
Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

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THE BRIDGEPORT

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MODEL A FORD CONVERSION
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Medium and Heavy Duty 20 H.P. to 34 H.P.
CONVERTED MARINE MOTORS
30-45 H.P. \$195 30-50 H.P. \$295 50-85 H.P. \$395
12 Months' Factory Guarantee

For complete information on these marine engines write

J. L. TRENHOLM

265 Atlantic Ave.

Boston, Mass.

Ninety-two Years Old

THE year of 1842 marks the date when the first net and twine company was founded in this country. In that year the American Net & Twine Company, now known as The Linen Thread Co., Inc., was established; its "plant" was first located in Boston in a small attic of an old building. Although its facilities were limited, this company ninety-two years ago manufactured every known kind of fishing gear as used by the American fishing industry.

The growth of The Linen Thread Co., Inc., has kept pace with the development of the fishing industry for a period of nearly a century. The Company's products for the fisheries have received awards and diplomas the world over.

Buda Installations

THE N. F. Trefethen Co. of Portland, Maine, have recently installed an HM-205 Buda engine in one of their lobster smacks.

Willis J. Reid, boat builder of Winthrop, Mass., is installing a pair of LM-468 Buda engines in a new boat which he is constructing.

Rapp-Huckins Co., Inc., of Boston, will exhibit the latest 4 cylinder Buda M. A. N. Diesel engine at the Sports & Boat Show in the Boston Garden from April 12 to 21. This will afford an excellent opportunity for fishermen to inspect this engine. The Rapp-Huckins sales room in the North Station Industrial Building will be open every evening until 11 o'clock during the period of the Show.

Gray Book of Boats

GRAY Marine Motor Company wishes to thank all Gray owners who so kindly submitted Gray-powered boat pictures used in the 1934 Gray Book of Boats and 1934 Catalogs.

So many pictures were received from Gray owners all over the world, the judges were sorely taxed to select the photographs most suitable for reproduction. The job was completed, however, and the net result is a generously illustrated 48 page book which will be sent free to boat owners who write to the Gray Marine Motor Company, 6910 East Lafayette Ave., Detroit, Mich.

Installing Electrolysis Eliminators

SMITH-Meeker Engineering Co., of New York City, are installing 9 steel type Marine Electrolysis Eliminators for the protection of wheels, main engine and auxiliaries on the 100 ft. steel tug *Turecamo Girls*, which was built at Bath Iron Works a year ago.

Smith-Meeker Engineering Co., have recently made three yacht installations, the largest one being on the yacht *Alamo* where they installed 16 Eliminators for the protection of the entire hull, main engine and auxiliaries.

The Fishing Gear Mart

MARINE BARGAINS

A few of our offerings: Friendship sloops 26 ft. to 45 ft., \$350 and up. 71 ft. x 17 ft. x 7 ft. 6 in. Steam powered fire boat, would make good tug boat—fine condition, \$1100. Steam powered lighter, steel construction, D.W. 225 tons, now in commission, fine condition, full equipment, \$5,500. Twin screw oil powered tank barge, steel construction, capacity, 146,500 gallons, fine condition, asking \$40,000. Want offer. Also many others. Reconditioned Marine Engines: 50 H.P. Kermath, electric starter and magneto, \$275. 150 H.P. Kermath, factory rebuilt, \$600. 18 H.P. three cyl. four cycle Lathrop, electric starter and magneto, \$325, and many others. Also propellers, magnetos, reverse gears, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, Camden, Maine.

FOR SALE: FACTORY SITE WITH PORTION OF SARDINE FACTORY AND SOME EQUIPMENT

Deep water frontage. Located at Port Clyde, Maine, where regular transportation, fresh water and electricity all are available. Must sell to settle estate. This plant was formerly the Majestic Canning Company. Communicate with

Mrs. Ada C. Brennan, Port Clyde, Maine

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

DIESEL ENGINE BARGAINS

Winton airless injection, twin screw pair 8-cyl. $8\frac{1}{2}$ in. x 12 in., 210-300 h.p., wt. 20,000 lbs. each. Will sell either engine separately. Winton electric driven air compressor, $7\frac{1}{2}$ k.w. gas. generating set. Air tanks, coolers, mufflers, etc. Also Winton air injection type, 6-cyl. $8\frac{1}{2}$ in. x 11 in., 175 h.p., weight 13,000 lbs. One pair Gar Wood Fiat Conversions without clutches. One pair reduction gears suitable for 6-cyl. 100 h.p. engines. For complete details and prices write Box 66, Allston Station, Boston, Mass.

TWO ENGINES WANTED

Florida shrimp dealer wishes to purchase two second-hand 60 to 70 h.p. Diesel engines of any make for two shrimp trawlers now under construction. These engines must be in good condition. Write Harry Sallman, Fernandina, Florida.

TRADE

Would trade 42 ft. cruiser fully equipped, excellent condition, for 60 ft. schooner. Ernest Merrow, 60 Factory St., Hyde Park, Mass.

SPRING BARGAIN LIST

Now ready—list of re-manufactured trade-ins, fours, sixes, and eights, both heavy duty and high speed, from 20 to 150 h.p. Also several brand new engines of 1933 and older specifications. New low prices include re-manufactured Model "Z", 25 h.p., \$210. "Four-30", aluminum base, \$285. Re-manufactured "Hispeed Eight", iron base, \$665. New "Six-40", all iron, \$305. Re-manufactured "Hallet H-4", \$99. Others from \$170 up. Write today for full particulars and new 1934 Gray Literature. Also ask, if interested, for Bargain List. Note: Parties giving details of their boat (size, speed, use, type) receive free new 64 page Book of Boats; 400 Illustrations.

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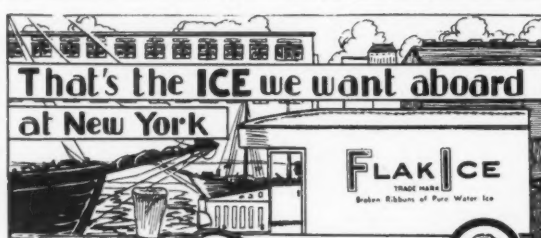
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Index to Advertisers

Bethlehem Shipbuilding Corp., Ltd.	27
Bolinders Co., Inc.	27
Brooklyn Bridge Freezing & Cold Storage Co.	30
The Buda Company	25
Columbian Rope Co.	Front cover
Thomas A. Edison, Inc.	Back cover
The Electric Storage Battery Co.	23
Essomarine	19
Fairbanks, Morse & Co.	Inside front cover
Gray Marine Motor Co.	28
R. S. Hamilton Co.	28
Hathaway Machinery Co.	28
Hyde Windlass Co.	5
Kinney Manufacturing Co.	28
The Linen Thread Co., Inc.	22
Murray & Tregurtha, Inc.	30
O. Mustad & Son	26
National Carbon Co., Inc.	4
National Net & Twine	24
New Bedford Cordage Co.	21
Joe O'Neill	29
Palmer Bros. Engines, Inc.	26
Pettit Paint Co., Inc.	29
Plymouth Cordage Co.	6
E. S. Ritchie & Sons	29
Sherman B. Ruth	29
Sargent, Lord & Co.	30
The Texas Company	3
J. L. Trenholm	28
Wall Rope Works, Inc.	Inside back cover
Western Electric Co.	30
Whitlock Cordage Co.	25
Wolverine Motor Works, Inc.	21

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